

to make terms—if we go to sleep, we shall have to submit to terms dictated by others. Therefore, instead of regarding the declaration of the chairmen of the Great Western as a motive for relaxing our exertions, it ought rather to be received as a stimulus to renewed efforts, that in the real we display, and the capital we raise, we may give to the companies and capitalists to the eastward a just sense of the importance of the county, and entitle ourselves to that due share of influence which it is desirable that the Cornish directors and shareholders should possess.—*Cornwall Gazette.*

Bristol and Exeter Railway.—At the general meeting of the proprietors of the Bristol and Exeter Railway Company, held at the White Hart, Bristol—Mr. Ricketts, the Chairman of the Directors, presiding, supported by Mr. Direct, M.P., Mr. Brunel, C.E., and a large number of proprietors from the West of England—Mr. Badham, the secretary, read the Directors' Report, which announced that the amount of fixed rent and share of toll which the Great Western Railway Company had stated to be due to the Bristol and Exeter Railway Company for the past half-year was 25,555*l.*; the share of toll on 177,030 passengers, conveyed 5,023,370 miles being 5,532*l.*; and 462*l.* on 14,060 tons of goods, conveyed 443,714 miles; making a total of 31,549*l.* The gross earnings on the line for the half-year, as far as Brampton, had been 56,542*l.* The further claims of the Company on the Great Western Company had been referred to arbitration. The state of the works was exceedingly satisfactory, and the whole line to Exeter might be confidently expected to be ready for public traffic in the month of May next.

Newcastle-upon-Tyne and Carlisle Railway.—We understand that the directors of the Newcastle-upon-Tyne and Carlisle Railway Company have contracted for 1,000 tons of malleable iron rails at the low rate of 5*l.* 7*s.* per ton, to enable them to double the remainder of their line. This great improvement is to be completed before the lat of July next, at which time it is intended the railway from Darlington to Gateshead will be opened, and which will join the Newcastle and Carlisle Railway at Rothbury, a little to the west of Gateshead. An uninterrupted railway communication will thus be formed from London to the city of Carlisle, a distance of about 350 miles, which, it is expected, will be performed in sixteen hours. To meet the additional traffic which this communication will bring upon the Newcastle and Carlisle Railway, and to prevent the least interruption in the regular running of the trains, renders it absolutely necessary to make the line double throughout. We also learn that the spirited coach proprietors, Messrs. Dunn, Croft, and Co., have advertised to start on the 30*th* of July two additional coaches between Carlisle and Glasgow for the accommodation of the increased number of passengers, and which coaches will arrive and depart as to suit the trains of the Newcastle and Carlisle Railway Company.—*Newcastle Advertiser.*

Wakefield and Lincoln Railway.—We understand that the shareholders of this line are fast approaching its completion, 13,000 shares having been already applied for, the total number being only 15,000, and the project has not yet been twenty-one days before the public. The people of Lincolnshire are eager in their support of this line, both the corn-merchant and wool-dealer perceiving the importance of connecting themselves with their best markets—viz., Wakefield, Bradford, Halifax, Huddersfield, and Rochdale. We observe our contemporaries of the *Leeds Mercury* is taking infinite pains to bolster up the project of a branch from Gainsborough to Swinton. This scheme, if ever carried out (of which by the way there are very great doubts), can have no possible chance of competing with the Wakefield line, even for the Manchester traffic from Lincolnshire; for, although in actual distance a few miles nearer, from the miserable gradients on the Sheffield line, it has been declared by the engineer appointed to report upon the subject, to be seven miles further from Manchester, on account of those gradients, than by the Wakefield line.—*Wakefield Journal.*

The Sussex Railway.—The Hastings Railway Bill has passed the standing orders; and as there is no opposition to the Chichester Bill,

it will pass on Friday, to which day it has been adjourned in consequence of the unavoidable absence of one of the witnesses, all the others having been examined. We shall, when these railways are made, have a continuous line of railway extending upwards of 60 miles along the coast. Chichester, Worthing, and all the towns along the coast of western Sussex, have sent petitions to the House of Commons, very numerous and respectfully signed, in favour of the Chichester Railway; and we suppose that Brighton, Lewes, and the towns in East Sussex, will follow the laudable example which has been set them. The government must, we presume, be desirous of seeing these railways made; but we have not heard whether any application has been made to the Board of Trade upon the subject.—*Brighton Gazette.*

Merchant Company.—A special meeting, at the request of the Edinburgh and Glasgow Railway Company, was held to consider the propriety of petitioning Parliament in favour of the extension of the railway from the present terminus to the North Bridge. A petition, which had been prepared by the master and assistants, was laid on the table, and its adoption moved by Mr. Robert Cadell, who, at the same time, urged the propriety of the company, at an early day, also petitioning in favour of the proposed railway to Berwick. Mr. Philip moved as an amendment, that unless the running of Saltbush trains were prohibited, the company should not petition in favour of the bill. The amendment was negatived, and the original motion carried.—*Edinburgh Witness.*

French Railways.—The following are the principal conditions of the bill for establishing railroads from Paris to the Belgian frontier, with a branch line to the coast opposite England; and for executing another from Orleans to Vierzon, both of which were presented on Thursday week by the Minister of Public Works in the Chamber of Deputies. The English lines are to run by Calais, Dunkirk, and Boulogne. Those to Calais and Dunkirk are to join the Belgian line between Douai and Lille, passing in the former case by Hazebrouk and St. Omer; and in the other, by Hazebrouk and the west of Cassel. The branch line to Boulogne will quit the main line at Amiens, and run by Abbeville and Esplanes. A sum of 15,000,000*fr.* is granted for the Calais and Dunkirk lines, 2,000,000*fr.* of which is to be paid from the estimates of 1844; and 6,000,000*fr.* from those of 1845. The Minister of Public Works is to grant a lease not exceeding twenty-eight years for the Belgian line, and the branch lines by Calais and Dunkirk; and a lease not exceeding thirty-five years for the Orleans and Vierzon line. Should the companies, accepted by the Minister, fail to comply with the conditions and clauses of the bill within the space of two months, he is authorized to get the line executed himself at the cost of the state, 44,000,000*fr.* being allowed for such works, of which 10,000,000*fr.* are to be paid out of the estimates of 1844, and 20,000,000*fr.* out of those of 1845. In case the lines are made by companies, the Minister is authorized to lease out the working of the lines, for a period not exceeding twelve years, the lines falling gratuitously into the possession of the state at the end of that period. An article stipulates, that after taking off 6 per cent. interest, and 2 per cent. for the sinking fund, the profits are to be divided equally between the companies and the state. There are to be three classes of carriages on the Belgian line; the first at 10*s.*, the second at 7*s.* 0*d.*, and the third, which are to be covered and curtained, 5*s.* 0*d.*, per kilometre, or quarter of a league. The state is to have the faculty of relieving the lease of twelve years; the purchase to be made according to the conditions established for the Orleans railway, with this difference, that the premiums which are to be added to the net dividend declared to compose the annuity, which in such cases are to be paid to the company, are to be reduced to half.

ROYAL SOCIETY.—The lucrative and honourable appointment of Assistant Secretary, vacant by the death of the late Mr. Robertson, has been filled up by Mr. Weld, the late Secretary of the Statistical Society. This latter situation has been filled by the appointment of Dr. Richard King, the celebrated Polar traveller.

Correspondence.

PROPOSED NEW BUILDING-ACT.

SIR,—As you are reviewing the new Building-Act, I send you the following hints for your consideration.

That the gully-holes and sink-holes to drains in houses and also in yards should be properly trapped to prevent the stench rising out of them, as it will be useless to make drains perfect if stench be allowed to escape from these places. With regard to houses already erected, I think the district-surveyor should have power also to order all existing sink-holes to be trapped, on receiving a written complaint from the tenant that they are an annoyance.

That privies should not be allowed in any dwelling at all, nor in any yards within, say at least, 10 feet from the external wall of a house.

Yours obediently, B.

P.S.—Sign-boards are only limited as to height, so that they may be continued the whole length of a street, from house to house, without any space between them.

FONT IN ST. MARY'S CHURCH, BRECON.

SIR,—The exquisitely beautiful font in St. Mary's Church, Brecon, the drawings of which you published last week, I think must certainly have been "a *floccina*," which opinion, I think, is confirmed by the minute particulars of your correspondent "J. L. T.," who describes the want of an original shaft of stone, the appearance of the bowl, only wrought half round, having been originally fixed in a wall, the wall itself having appearances of "a moulding in the background," which I should think is arch usually above "a *floccina*." I have little doubt that a water-drain is covered over by the metal lining of the bowl, which being only 8 inches deep, is too shallow for immersion. I should like very much to see a drawing of one of the crockets, also sections of the arch mouldings and the tablings of the small pinnacles; I think the workmen might reproduce this beautiful example. I should indeed like to possess a cast of one side of the bowl, as I think the half-figures, arches, and other decorations exceedingly fine.

I am, Sir, your very humble servant,
Capecquery, March 18, 1844. A F.A.S.

SMALL HOUSE PORTICO.

SIR,—Will any of your numerous correspondents favour me with a plan for a portico? Something neat is required, with square columns, to rise about five steps; the width of the hall about five feet.

Your obedient servant,

A WORKING MAN.

MEETINGS OF SCIENTIFIC BODIES.

To-day and during the ensuing week.

SATURDAY, MARCH 23.—Royal Botanic, Regent's park, 4 P.M.; Westminster Medical, 32, Saville-street, 8 P.M.

SUNDAY, 23.—Geographical, 3, Waterloo-place, 8 P.M.; Medical, Bolt-court, Fleet-street, 8 P.M.

TUESDAY, 26.—Medical and Chirurgical, 53, Berners-street, 8 P.M.; Zoological, 57, Pall Mall, P.M.; Civil Engineers, 25, Great George-street, 8 P.M.

WEDNESDAY, 27.—Society of Arts, Adelphi, 8 P.M.; Pharmaceutical, 11, Bloomsbury-square, 9 P.M.

THURSDAY, 28.—Royal, Somerset House, 8 P.M.; Antiquaries, Somerset House, 8 P.M.; Royal Society of Literature, 4, St. Martin's place, 4 P.M.; Medical-Botanical, 32, Saville-street, 8 P.M.; Numismatic, 41, Tavistock-street, Covent Garden, 7 P.M.

FRIDAY, 29.—Royal Institution, Albemarle-street, 8 P.M.

SATURDAY, 30.—First Reasons of the Church, Adjournment of Our Lady's Chapter for delivery of the inaugural address upon the foundation, 8 P.M.; Westminster Medical, 32, Saville-street, 8 P.M.; Chemical, Society of Arts, Adelphi, 8 P.M. (anniversary).

SOCIETY OF ARTS.—Open every week-day except Wednesday, between 10 and 7. Admission by members' tickets.

The meetings of the following Societies are announced throughout the year, on the regular days:—Horticultural, Zoological, Entomological, Botanical, Royal Botanic, and Pharmaceutical.